Partners In Transportation

WASATCH FRONT REGIONAL COUNCIL

MOUNTAINLAND
ASSOCIATION OF GOVERNMENTS
Serving Summit, Utah and Wasatch Cities & Counties

UDOT
GOING THE EXTRA MILE

UTA

Wasatch Front Population Growth

- From 1974 to 1999 the Wasatch Front's Population Has Increased by **783,000** People

- It Is Projected That Between 1999 and 2020 the Wasatch Front's Population Will Grow by an Additional **920,000** People

Growth In Travel Demand

- Historically, Travel Demand Along the Wasatch Front Has Grown at a Compounded Annual Rate of 4% Per Year. Given the Projected Growth in Population Over the Next Twenty Years This Growth in Travel Demand Will Likely Continue.
- If That Happens the Number of Trips Being Made in 2020 Will Be More Than Double Today's Rate.

Today's Consequences Of Past Growth in Travel Demand

- **Increased Congestion** - A 1998 Texas Transportation Institute Report on Congestion Stated That Between 1988 and 1994 the Salt Lake Area Experienced the Greatest Growth in Congestion in the Country
- **Diminished Safety** - A 2000 Study by the Surface Transportation Policy Project Ranked the Salt Lake/ Ogden Area As Having the 12th Most Dangerous Auto Pedestrian Environment
- **Poor Air Quality** - Utah County and Salt Lake County Will Lapse In Their Air Quality Conformity in August 2000 and January 2001 Respectively

Declining Quality Of Life

The Transportation Crisis

- How Will Our Region Accommodate a Doubling of Travel Demand Over the Next 20 Years?

- Simply Building More Highways to Accommodate This Demand Is Unrealistic in Terms of Cost, Right-of-way, and Air Quality

The Solution

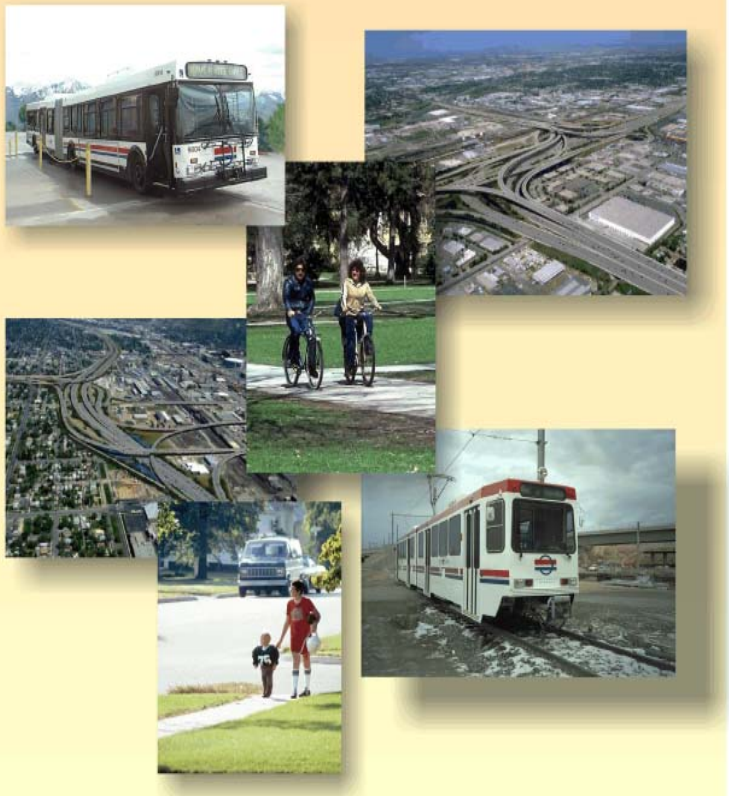
- Create a Balanced Transportation System

Wasatch Front Urban Area

Wasatch Front Regional Council

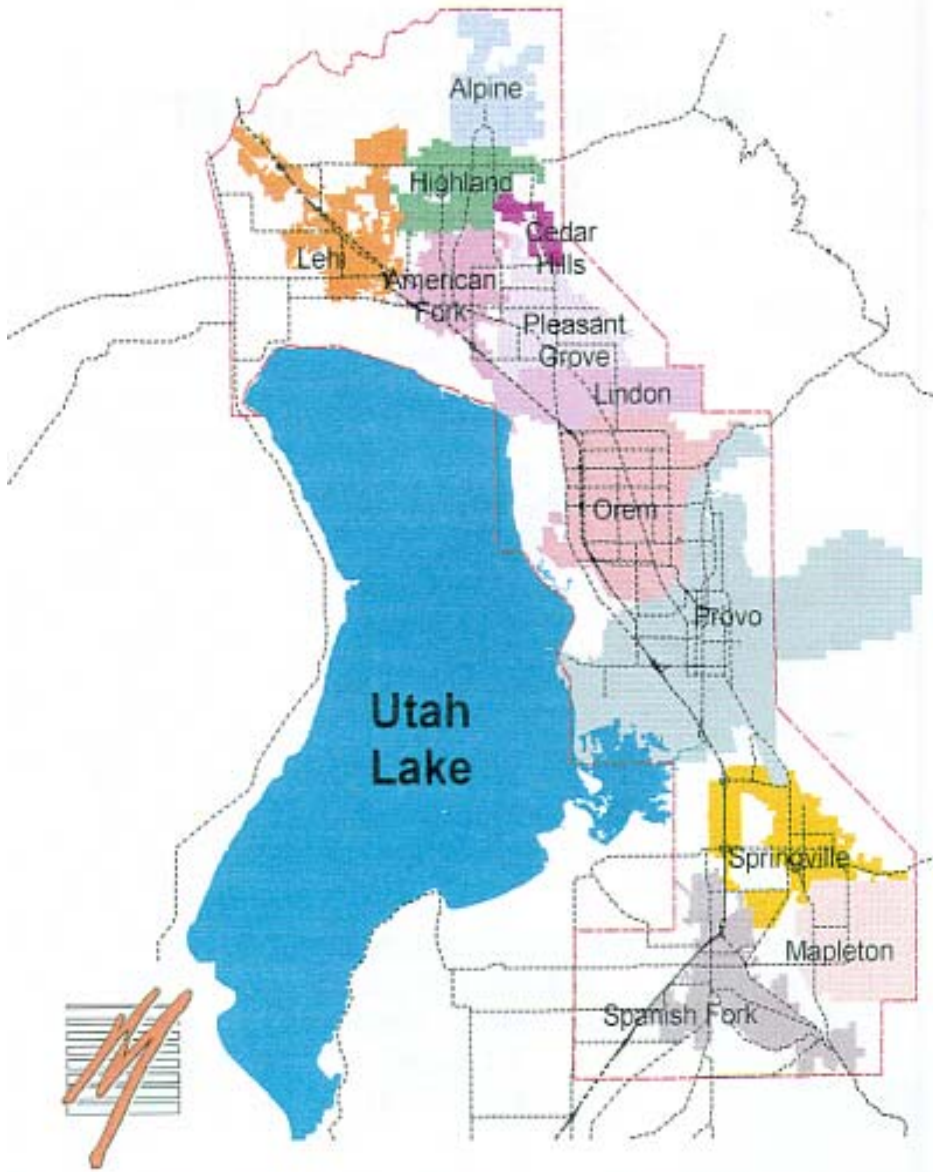
LONG RANGE TRANSPORTATION PLAN

1998-2020



Final Approval
August 15, 1997

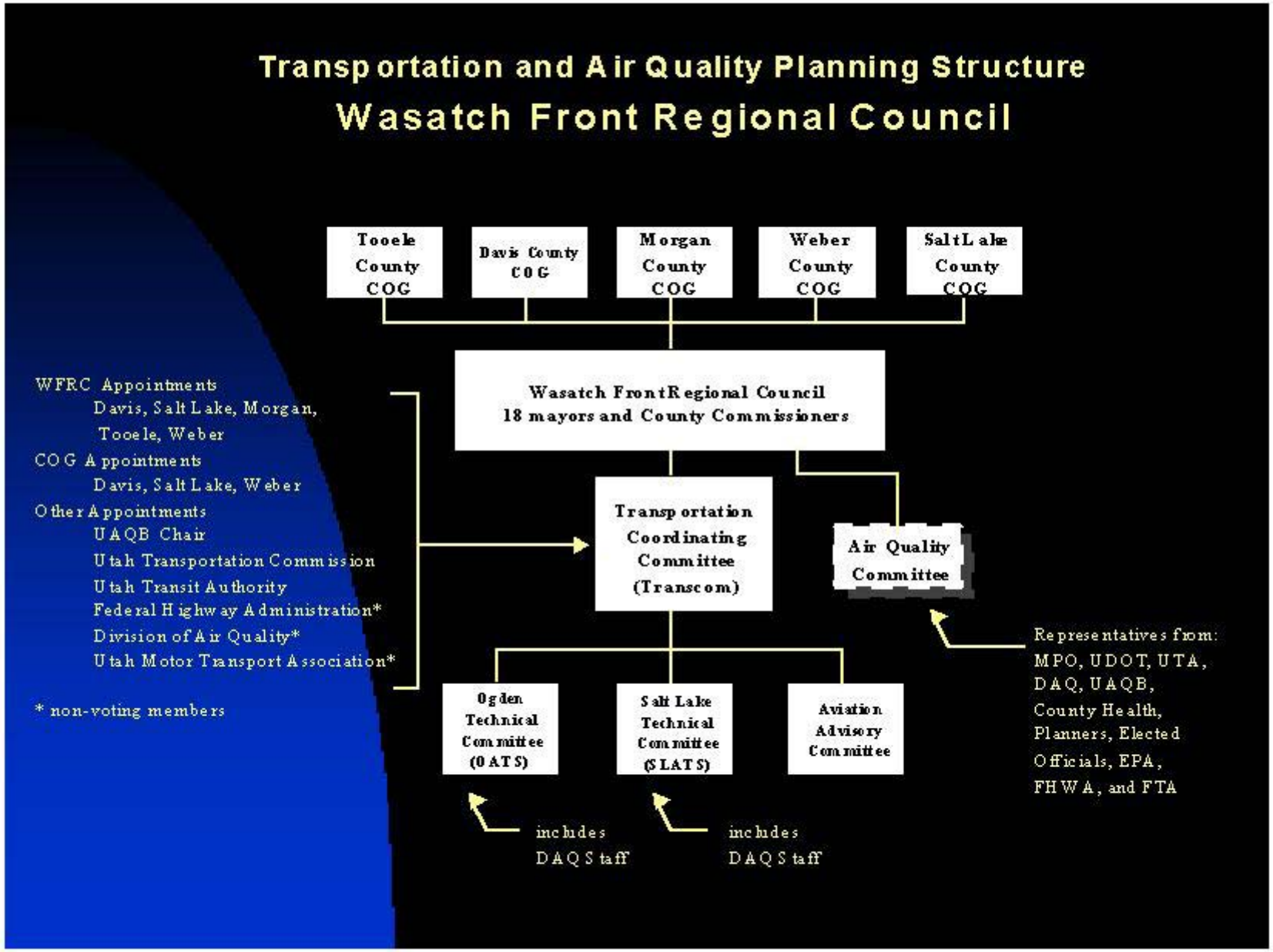
2020
Utah Valley Area



Long Range Transportation Plan

Transportation and Air Quality Planning Structure

Wasatch Front Regional Council



Long Range Plan Components
(20 Year Horizon)

- **Transit Improvements**
  - Expanded Bus
    - Night Service
    - Shuttle Service
    - Saturday/Sunday and Holiday Service
    - Increased Frequency and Coverage
    - Corresponding Paratransit Service

Long Range Plan Components
(20 Year Horizon)

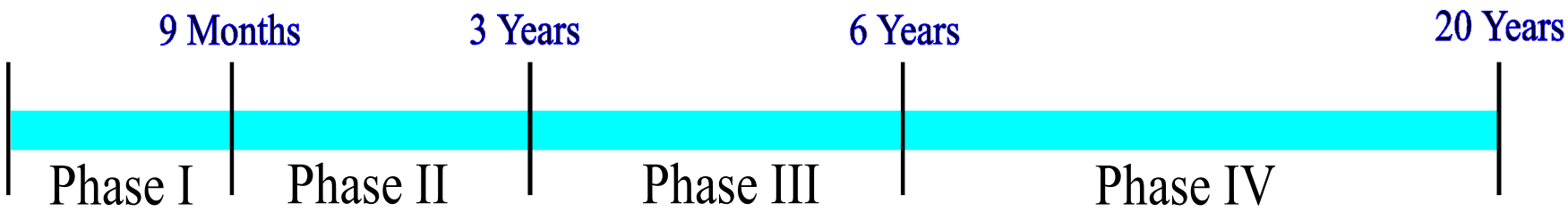
- **Transit Improvements** (continued)
  - Rail Transit
    - Regional Commuter rail
      - Brigham City to Payson
    - Light Rail Extensions
      - Airport
      - Draper
      - University Hospital
      - West Jordan
      - West Valley

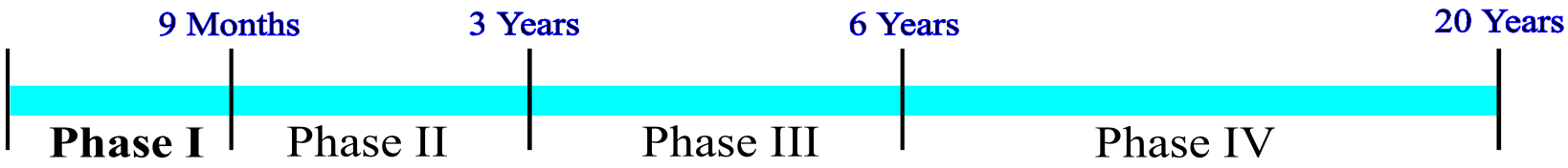
Long Range Plan Components

(20 Year Horizon)

- **Transit Improvements** (continued)
  - Facilities
    - Regional Intermodal Centers
    - Community Transit Hubs
    - Park & Ride Lots
    - Maintenance Facilities
  - Technology Development / ITS
    - Improve Schedule Adherence and Customer Convenience

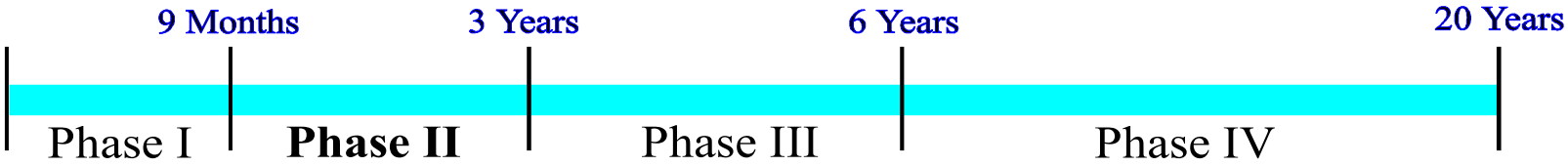
Time Line For Transit Improvements





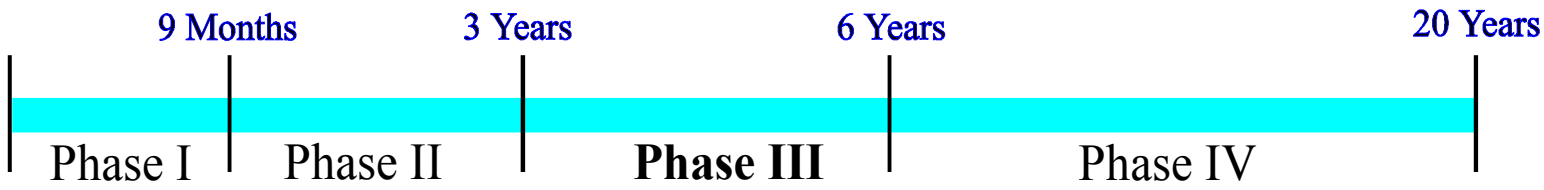
Phase I

- **Bus System Development**
  - Increased Night Service
  - Increased Saturday Service
  - Sunday Service
- **Rail System Development**
  - Sunday Service
  - Initiate Environmental Studies on Regional Rail Plan



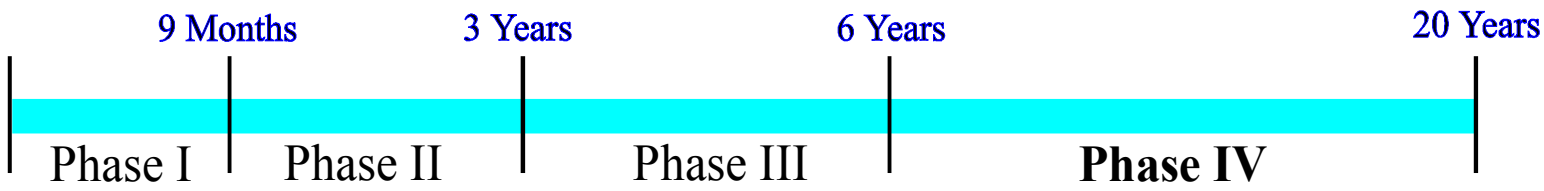
Phase II

- **Bus System Development**
  - Expand Grid Bus Service - Increase Service on All Major East/west and North/south Routes
  - Peak Shuttle Bus and Express Service - Increase High Demand Service
- **Rail Development**
  - Initiate Development of Regional Rail Extensions
- **Technology Development**
  - Automated Vehicle Locators and Passenger Counters
  - Smart Cards
  - Customer Information Systems



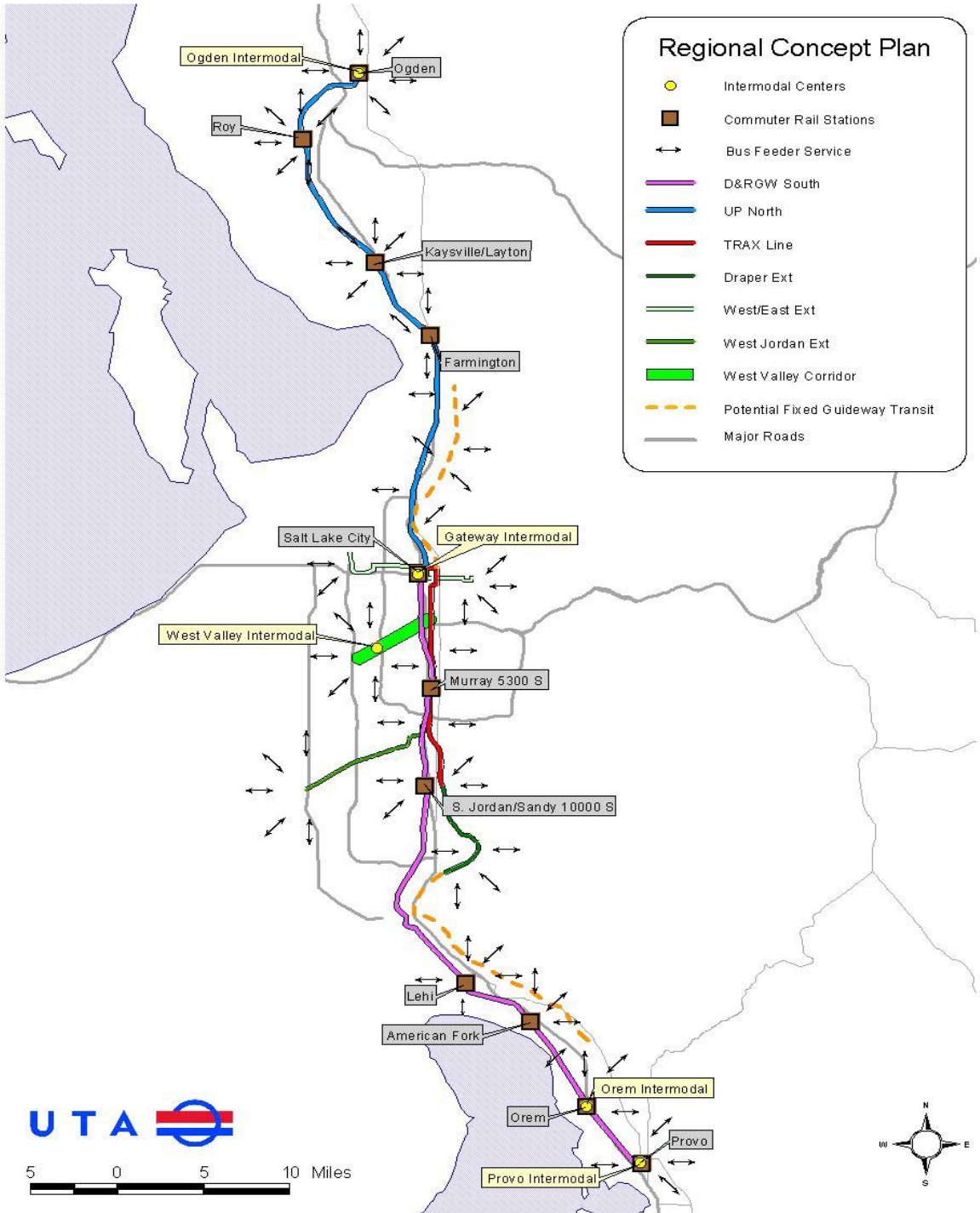
Phase III

- **Bus System Development**
  - Develop 15 Minute Frequency in High Demand Corridors
  - Expand System Coverage to Meet New Demand Areas
- **Development of Transit Hub Network**
  - Develop a Community Transit Hub System That Will Link Park& Ride Lots, TRAX Stations, and Regional Intermodal Centers With Local and Express Bus Service
- **Rail Development**
  - Begin Operation of Initial Regional Rail Extensions As Determined by Local Government
  - Continue Development of Regional Rail Extensions



Phase IV

- **Bus System Development**
  - Increase Frequency in High Demand Corridors
  - Expand System Coverage to Meet New Demand Areas
- **Development of Transit Hub Network**
  - Complete Development of Transit Hub Network
- **Rail Development**
  - Build Out Regional Rail Extensions As Defined in Long Range Plan
  - Initiate Development of Rail Transit Into South Davis County and Northern Utah County


Regional Concept Plan
Intermodal Centers
Commuter Rail Stations
Bus Feeder Service
D&RGW South
UP North
TRAX Line
Draper Ext
West/East Ext
West Jordan Ext
West Valley Corridor
Potential Fixed Guideway Transit
Major Roads
Ogden Intermodal
Ogden
Roy
Kaysville/Layton
Farmington
Salt Lake City
Gateway Intermodal
West Valley Intermodal
Murray 5300 S
S. Jordan/Sandy 10000 S
Lehi
American Fork
Orem Intermodal
Orem
Provo
Provo Intermodal
UTA
5 0 5 10 Miles
N
W
E
S

Light Rail Extensions
Capital Costs
(1999 Dollars)

- Airport $250 - 285 Million
- Draper $100 - $170 Million
- University Hospital $40 - $50 Million
- West Jordan $60-$175 Million
- West Valley City $180-$194 Million

(Planning Level Estimates)

Light Rail Extensions
Annual Operating Costs
(1999 Dollars)

• Airport	$4 - 5 Million
• Draper	$2 - 5 Million
• University Hospital	$1 - 2 Million
• West Jordan	$4 - 7 Million
• West Valley	$4 - 7 Million

(Planning Level Estimates)

Commuter Rail Costs

(1997 Dollars)

- Capital Cost $155-275 Million
- Annual Operating $10-$15 Million

(Planning Level Estimates)

UTA Funding

Fare Box Revenue

(2000 Projected)

- Fare Box
  - Bus $12,527,732
  - TRAX $2,745,012

  Total $15,272,744

- Recovery Ratio 18%

Sales Tax Funding

(2000 Projected)

• Salt Lake County	$39,000,542
• Box Elder County	$560,372
• Davis County	$6,374,466
• Tooele County	$611,950
• Utah County	$10,023,475
• Weber County	$6,189,499
Total	$62,310,454

UTA's Commitment To Excellence

- **Most Efficient** - In 1986 And 1996 UTA Won The APTA Award For The Most Efficient Transit Agency of Its Size In The Nation

- **Best Managed Project** - In 1999 The GAO Reported That UTA Was The Only Transit Agency In The United States That Built Its Light Rail System Under Budget and Ahead of Schedule

- **Best Value** - No Other 500 Bus/ LRT Agency In The U.S. Operates On As Little As 1/4% Local Sales Tax Or Equivalent Local Funding

- **Equity** - Communities Get What They Pay For

Local Operating Tax Comparison

(1997 National Transit Database Figures)

City	Annual Local Funds	Population	Per Capita
Minneapolis	$ 50,894,924	2,213,143	$ 23
Columbus	$ 28,684,619	961,437	$ 30
UTA	**$ 46,594,843**	**1,513,000**	**$ 31**
Sacramento	$ 40,881,063	1,097,005	$ 37
St. Louis	$ 82,604,109	1,924,726	$ 43
San Antonio	$ 55,847,303	1,129,154	$ 49
Denver	$ 118,031,475	2,100,000	$ 56
Spokane	$ 26,270,748	365,660	$ 72
Cleveland	$ 133,747,592	1,412,140	$ 95
Dallas	$ 188,109,077	1,904,330	$ 99
Portland	$ 106,466,909	988,284	$ 108
Houston	$ 273,387,606	2,457,673	$ 111
Seattle	$ 205,548,253	1,646,200	$ 125
	Total Average Yearly Per Capita Funds		**$ 68**

Summary

- There Is a Transportation Crisis!
- There Is a Plan To Deal With The Crisis!
- The Plan Has Been Approved By Local Government!
- Is It Time To Implement The Plan?

Transit Technologies

Diesel Multiple Units (DMUs)

- Alternative/ Emerging Technology
- Diesel Light Rail Vehicle
- Can Be Used In a Number of Applications
- Individually Powered Cars
- Does Not Require Electrification
- Cannot Operate in Street Rights-of-Way


RegioSprinter

Light Rail Transit (LRT)

- Serves Travel Within Urban Areas
- Total Length <15 to 20 Miles
- Average Trip Length < 4 Miles
- Station Spacing Every Mile or Less
- Costs Approximately $20 - $55 Million per Mile
- Can Operate In Street Right-of-way
- Cannot Operate Within Active Freight Rail Road Rights-of-Way

Commuter Rail Transit

- Serves Inter-city Trips
- Average Trip Length > 20 Miles
- Station Spacing Every Three to Five Miles
- Cost Approximately $2 - $15 Million per Mile
- Can Operate Within Existing Freight Railroad Rights-of-way


ACE
3102
ACE